BOOKS

can overcome geographic distance, but social distance is a harder problem. And, currently, technology is focused on interactions across time, not space. The authors suggest a reconfiguration of educational constituencies and components that will adapt technical opportunities to basic goals and constraints.

Brown and Duguid close with a recapitulation of common threads that interweave throughout the book: resources and constraints, tunnel-vision focus on information, and institutional evolution.

Information is an increasingly important part of what people do. It is a building block. As such, it has little value until people extract raw material, shape it to fit some need, and then stack it together in an organized way to fit an intended purpose. To do that, *The Social Life of Information* offers a cogent discussion of principal issues that clarifies the roles of cooperating forces. It offers a holistic foundation for a practical understanding of information technology potential and a more complete design for the future.

This book is available online from Harvard Business School Press at ***http://www.hbsp.harvard.edu***.

NEWS BRIEFS

Army Enterprise Agreement Expanded

The Army and the Parametric Technology Corp. (PTC) recently concluded negotiations to expand the upgrade provision of the Army Enterprise Agreement for the Pro/E suite of engineering design automation software, DAAB07-99-A-H009, to include PTC's Flexible Engineering Package. This will enable Army Pro/E users to purchase another productivity-enhancing software tool at substantial discounts over its General Service Administration (GSA) schedule costs.

The Army Enterprise Agreement was negotiated in September 1999 by the Product Manager, Small Computer Program (PM, SCP), Fort Monmouth, NJ, in response to an Army Materiel Command (AMC) directive. This directive resulted from an initiative to provide Army activities with a contract vehicle to acquire state-of-the-art software tools to employ simulation-based acquisition techniques to accelerate development and reduce the cost of new Army systems for the 21st century.

The Pro/E software is a premier computer-aided design/computer-aided manufacturing (CAD/CAM) package used extensively by engineering personnel from the government, industry, and academia. Army users of the CAD/CAM package include personnel from AMC laboratories and research, development, and engineering centers; Army depots and ammunition activities; Army Corps of Engineers' laboratories; Army Test and Evaluation Command activities; the National Ground Intelligence Center; and the Army Transportation and Engineering Agency.

Key provisions of the Army Enterprise Agreement for the Pro/E include the discounted purchase (5-15 percent off the GSA price) of an Army Pro/E Enterprise configuration, "a la carte" purchases of the components of the Enterprise configuration as well as other selected Pro/E modules/extensions, and upgraded software. The Army Pro/E Enterprise configuration consists of the Pro/E Foundation with the Advanced Assembly, Advanced Surface, and the Design Management (now called Pro/INTRALINK Workgroup Manager) extensions. The upgrade provision allows Army Pro/E owners to upgrade their legacy licenses to the Army Enterprise Configuration for a nominal cost of $1,350 each.

The negotiated expanded provision allows for the upgrade of all Army-owned Pro/E license packages to PTC's newly released Flexible Engineering Package. In addition to the components of the above Army Enterprise configuration, this package includes PTC's Behavioral Modeling, Mechanical Design, and ModelCHECK extensions. The cost of this complete package for Army Pro/E owners is $2,000. However, those who have already upgraded their licenses to the Army Enterprise configuration may obtain this expanded package for $650.

The above provisions of the Enterprise Agreement are good through Dec. 17, 2002. All provisions are open for use by authorized Army support contractors as long as the software in question is installed, maintained, and used at federal facilities to support Army programs.

PTC subject matter experts are planning a series of roadshows at key Army installations to demonstrate the capabilities of the Flexible Engineering Package.

The entire Army Enterprise Agreement for the Pro/E, including complete ordering instructions, is available on PM, SCP's Web site at **http://pmscp.monmouth.army.mil/contracts/p-eds/p-eds.htm**.

For further information or to schedule a PTC roadshow at your site, contact Emmanuel Nidhiry, (703) 617-5809, e-mail **enidhiry@hqamc.army.mil**.

Yuma Dedicates New Mine-Detection Range

On Oct. 25, 2000, a specially designed state-of-the-art mine-detection range was dedicated at the U.S. Army Yuma Proving Ground. The new Department of Defense Desert Countermine Testing and Training Range will enable Army test professionals to fully examine the very newest mine-detection hardware in a realistic desert environment, officials said.

Located on the Kofa Firing Range, the new multimillion dollar facility covers 455 acres and is surrounded by a

4-mile-long perimeter chain-link fence. Closed-circuit television cameras provide 24-hour surveillance. The new range is a result of a cooperative partnership between the Army Mines, Countermine and Demolitions Project Office and Yuma Proving Ground. A similar facility, featuring different soils, vegetation, and a more moderate climate is under construction at Aberdeen Proving Ground, MD.

The primary mission of the new range is to test sensors that detect buried mines. While "real" buried landmines will be used at the range, they will be neutralized in advance by removing explosives from the fuse mechanisms.

The new range incorporates a number of fixed assets. These include a 3,600-square-foot operations center, miles of fiber-optic cable to connect activities on the range with the proving ground network, covered vehicle and system storage areas, 35 miles of access roads, and nine improved vehicle lanes. All access to the lanes will be strictly controlled to prevent accidental traveling on a mined test lane.

The mine-detection sensors developed and tested at the proving ground will have a direct application to military tactical and humanitarian mine-clearing efforts throughout the world.

Test Pilots Reap Benefits Of Multi-Service Partnership

Training pilots to test military aircraft and their systems is no easy task. Teaching students from different backgrounds and Services adds to the challenge but also yields more rewards for all involved.

The U.S. Naval Test Pilot School (TPS) in Patuxent River, MD, is the official training facility not only for sailors and Marines, but for Army soldiers as well. Here, military personnel from all branches of the U.S. Armed Forces and some foreign military services come together for one purpose—to learn to be test pilots.

The test pilot school at "Pax River" began 55 years ago with primarily a fixed-wing program. Soon after, the school's leaders realized the need for a rotary-wing curriculum, which was officially established in 1961. The Army has been an integral part of the rotary-wing curriculum at TPS since its beginning.

The Air Force has the only other test pilot school in the country, located at Edwards Air Force Base, CA, but it does not have a rotary-wing curriculum. Because the Army does not have its own school, all Army test pilots go through TPS at Pax River. "We are the Army's test pilot school," says CDR Bob Stoney, TPS Commanding Officer.

In 1965, a Memorandum Of Understanding was signed by the Army and Navy officially establishing the partnership.

Army aircraft have been flown at TPS since 1964. Between 1965 and 1981, soldiers worked alongside sailors to maintain the school's aircraft. When the school's maintenance operation was turned over to DynCorp, the Army continued to support its aircraft by providing money, instead of people, for maintenance.

An Army instructor joined the TPS staff in 1969. Soon after, another Army instructor position was added. MAJ Mike Switzer has been assigned to TPS as the Senior Army Instructor for more than a year.

According to Switzer, "The strong common goal of safe developmental flight testing through detailed and comprehensive curriculum found here at TPS, which is second to no other test pilot school, has benefited both the Army and Navy over these 35-plus years. The Army's involvement and commitment with aircraft and instructors brings a different aspect to the school as well as assets. The Navy aircraft and instructors provide the Army with a look at mission areas that the Army has only recently become involved with like flying off decks of various Navy aircraft carriers."

TPS graduates two classes every year. Each class lasts 11 months and usually has 36 students. Nine Army students are admitted to TPS every year—four in one class and five in the other.

The Air Force and the Navy also exchange students for each class. An Air Force student attends TPS at Pax River while a Navy student studies at Edwards AFB. Students from foreign military services, like the Italian navy and the Canadian air force, also attend TPS.

"There are huge benefits to this arrangement. It's a classic win-win situation for everyone," Stoney says. Eleven Army aircraft are assigned to TPS with three UH-60A BLACK HAWKS serving as the core of the school's helicopter curriculum. The Army also provides four OH-58C Kiowa helicopters and four C-12C turboprop airplanes. Sometimes other Army aircraft like a CH-47 Chinook, an AH-64A, or an OH-58D are also used for specific evaluations and training.

The two Army instructors on the TPS staff have slightly different testing backgrounds than their Navy counterparts and can offer the students a different perspective on testing issues.

"We produce graduates for the Army and the benefit to the Navy is having a wider variety of aircraft and staff at the school. Diversity is a good thing and the Army instructors bring diversity to the program," Stoney says.

From this partnership, the Army gets qualified graduates who are able to perform experimental flight tests. The Army requires its test pilots to be dually qualified. When Army test pilots graduate from TPS, they specialize in helicopter testing and are fixed-wing, test-pilot rated.

According to Stoney, "learning by osmosis is an unwritten part of the school's curriculum. Students are exposed to a lot of different backgrounds from instructors as well as their fellow students. Fundamentally, it's a good two-way street for everyone," he adds.

For more information, call Renee Hatcher in the Public Affairs Department at the Naval Air Station, Patuxent River, MD, at (301) 342-7710.